

**RSA REPORT ATTACHMENT
(PART 1: ROAD INFORMATION)**

State: Madhya Pradesh
District: Sagar
Block: Banda
Road Number (Core Network):
Construction Package MP 33-503
Number or DPR reference
number:
Road Name: B07 to Hinoti
RSA Stage: DPR Final Design
Road Length 1.25km

(PART 2: AUDIT INFORMATION)

Date of Audit: 22/12/15

Inspection Team and Participants

Name:	Role:	Organization:
Mr. Vikram Singh Thakur	Sub Engineer	Sagar PIU-2
Dr. Deepak kumar Tripathi	Environmental Expert	PIC
Mr. Anil Shrivastava	Environmental Expert	TSC
Mr. Ashutosh Singh	Road Safety Expert	TSC

Background to Inspection

B07 to Hinoti

Road Safety Audit (RSA) Process

PIC/TSC Consultant met PIU staff in office before starting visit


Date- 22/12/15

Weather- Cold

Time- 3.30 PM


Traffic- No traffic was observed except then few motorcycles.

(PART 3: ROAD SAFETY AUDIT FINDINGS)


Safety Issue No 1	
B07 to Hinoti	
Location	
Chainage 0.00 at beginning point	
Description of Road Issue	
No issue identified	
	
Road Safety Risk	
Exposure to Safety Issue: (1) <i>Estimated as potential for traffic conflicts (e.g. braking, swerving, etc) caused by the issue</i>	

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Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Probability to Cause Accident: (1) <i>Estimated as probability of traffic conflict resulting in an accident</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Consequence of Accident: (1) <i>Estimated likelihood of personal injury or death caused by accident. Involvement of pedestrians/bicyclists versus vehicle would have severe consequence. If trucks are involved, the consequence would be even more severe. High speed of potential impact would have severe consequence.</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Resulting Road Safety Risk: (1) <i>Combined rating equals sum of exposure rating plus probability rating plus consequence rating divided by 3. Higher the combined rating, greater the urgency of attending to the road safety issue.</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Recommendation to Address the Issue
There is proper demarcated road edge and provide speed breaker and painted with white band

Safety Issue No 2
Speed Breaker
Location
Chainage 1000m
Description of Road Issue
Proper speed breaker and demarked with the sign board

Road Safety Risk
Exposure to Safety Issue: (1) <i>Estimated as potential for traffic conflicts (e.g. braking, swerving, etc) caused by the issue</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Probability to Cause Accident: (1) <i>Estimated as probability of traffic conflict resulting in an accident</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Consequence of Accident: (1) <i>Estimated likelihood of personal injury or death caused by accident. Involvement of pedestrians/bicyclists versus vehicle would have severe consequence. If trucks are involved, the consequence would be even more severe. High speed of potential impact would have severe consequence.</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Resulting Road Safety Risk: (1) <i>Combined rating equals sum of exposure rating plus probability rating plus consequence rating divided by 3. Higher the combined rating, greater the urgency of attending to the road safety issue.</i> Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high
Recommendation to Address the Issue
Speed breaker proper demarcated and put sign board of speed breaker

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Safety Issue No 3	
Habitation area	
Location	
1.25m	
Description of Road Issue	
Road end point	
	
Road Safety Risk	
Exposure to Safety Issue: (3) <i>Estimated as potential for traffic conflicts (e.g. braking, swerving, etc) caused by the issue</i> <i>Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high</i>	
Probability to Cause Accident: (3) <i>Estimated as probability of traffic conflict resulting in an accident</i> <i>Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high</i>	
Consequence of Accident: (3) <i>Estimated likelihood of personal injury or death caused by accident. Involvement of pedestrians/bicyclists versus vehicle would have severe consequence. If trucks are involved, the consequence would be even more severe. High speed of potential impact would have severe consequence.</i> <i>Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high</i>	
Resulting Road Safety Risk: (3) <i>Combined rating equals sum of exposure rating plus probability rating plus consequence rating divided by 3. Higher the combined rating, greater the urgency of attending to the road safety issue.</i> <i>Scale: 1 - very low, 2- low, 3 – medium, 4 – high, 5 – very high</i>	
Recommendation to Address the Issue	
Road is passing with the close habitation area and there is required speed limit sign board.	

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(FORM A: EMPLOYER'S RESPONSE TO RSA FINDINGS)

State: Madhya Pradesh
District: Sagar
Block: Banda
Road Number (Core Network):
Construction Package Number or DPR reference number: MP 33-503
Road Name: B07 to Hinoti
RSA Stage: DPR Final Design
Road Length: 1.25km

1 S No	2 PIC Details of issue	3 PIU Agree? Yes/No	4 PIU If disagree, explain why	5 PIC RSA suggestion(s)	6 PIU To be implemented? yes, no, partial (elaborate)	7 PIU If yes or partial: arrangements for implementation and timeline	8 PIU If no, describe an alternative action to be taken and arrangements for implementation
1.	Intersection with PMGSY as a T junction, 0.0 km	YES	NA	Provide speed breaker before intersection to alert drivers. Provide advance informatory and Warning sign about the Road/Junction ahead speed breaker before intersection to alert drivers.	Yes	During construction	NA
2.	Right Curve , km 0.2	YES	NA	Clear vegetation on shoulder and ensure it is maintained clear in future. Provide painted guard stones on outside shoulder to delineate the curve for both day and night driving. Provide curve warning signs	Yes	During construction	NA
3.	Left Curve , km 1.0	YES	NA	Clear vegetation on shoulder and ensure it is maintained clear in future. Provide painted guard stones on outside shoulder to delineate the curve for both day and night driving. Provide curve warning signs	Yes	During construction	NA
4.	Electric pole, km 3.0	YES	NA	Electric pole located immediately adjacent to road shoulder, risk of colliding with it if vehicles get uncontrolled	Yes	During construction	NA

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1 S No	2 PIC Details of issue	3 PIU Agree? Yes/No	4 PIU If disagree, explain why	5 PIC RSA suggestion(s)	6 PIU To be implemented? yes, no, partial (elaborate)	7 PIU If yes or partial: arrangements for implementation and timeline	8 PIU If no, describe an alternative action to be taken and arrangements for implementation
5.	Tree, km 3.7	YES	NA	Tree need to painted	Yes	During construction	NA
6.	Habitation, km 3.8	YES	NA	Speed breaker before start of village Advance warning sign about the village ahead required	Yes	During construction	NA
7.	School at end point	YES	NA	Provide speed breakers before the school Provide school warning before the school	Yes	During construction	NA